

# APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

CB 08E

**IMPORTANT:** Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: CITY OF CHEVIOT CODE# 061-14128

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09 / 15 / 00

CONTACT: MARK A. KLUESENER, P.E. PHONE # (513) 791 - 1700 (THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 791-1936 E-MAIL mkluesener@cds-assoc.com

PROJECT NAME: APPLEGATE AVENUE IMPROVEMENTS

## SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County  
☒ 2. City  
☐ 3. Township  
☐ 4. Village  
☐ 5. Water/Sanitary District  
(Section 6119 O.R.C.)

## FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$183,600.00  
☐ 2. Loan \$ \_\_\_\_\_  
☐ 3. Loan Assistance \$ \_\_\_\_\_

## PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road  
☐ 2. Bridge/Culvert  
☐ 3. Water Supply  
☐ 4. Wastewater  
☐ 5. Solid Waste  
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 306,000.00 FUNDING REQUESTED: \$ 183,600.00

## DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 183,600.00 LOAN ASSISTANCE: \$ \_\_\_\_\_

SCIP LOAN: \$ \_\_\_\_\_ RATE: \_\_\_\_\_ % TERM: \_\_\_\_\_ yrs.

RLP LOAN: \$ \_\_\_\_\_ RATE: \_\_\_\_\_ % TERM: \_\_\_\_\_ yrs.

(Check Only 1)

- ☒ State Capital Improvement Program  
☐ Local Transportation Improvements Program  
☐ Small Government Program

## FOR OPWC USE ONLY

PROJECT NUMBER: C \_\_\_\_\_ / C \_\_\_\_\_  
Local Participation \_\_\_\_\_ %  
OPWC Participation \_\_\_\_\_ %  
Project Release Date: \_\_\_\_ / \_\_\_\_ / \_\_\_\_  
OPWC Approval: \_\_\_\_\_

APPROVED FUNDING: \$ \_\_\_\_\_  
Loan Interest Rate: \_\_\_\_\_  
Loan Term: \_\_\_\_\_ years  
Maturity Date: \_\_\_\_\_  
Date Approved: \_\_\_\_ / \_\_\_\_ / \_\_\_\_  
SCIP Loan \_\_\_\_\_ RLP Loan \_\_\_\_\_

00 SEP 22 PM 2:38

ICE OF NEW BURLINGTON  
COUNTY ENGINEER

## 1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)	TOTAL DOLLARS	FORCE ACCOUNT DOLLARS
a.) Basic Engineering Services:	\$ <u>          .00</u>	<u>                    </u>
Preliminary Design	\$ <u>          .00</u>	
Final Design	\$ <u>          .00</u>	
Bidding	\$ <u>          .00</u>	
Construction Phase	\$ <u>          .00</u>	
Additional Engineering Services *Identify services and costs below.	\$ <u>          .00</u>	<u>                    </u>
b.) Acquisition Expenses: Land and/or Right-of-Way	\$ <u>          .00</u>	<u>                    </u>
c.) Construction Costs:	\$ <u>    278,355.00</u>	<u>                    </u>
d.) Equipment Purchased Directly:	\$ <u>          .00</u>	
e.) Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)	\$ <u>          .00</u>	
f.) Construction Contingencies:	\$ <u>    27,645.00</u>	
g.) TOTAL ESTIMATED COSTS:	\$ <u>    306,000.00</u>	

\*List Additional Engineering Services here:  
Service:

Cost:

## 1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u>          .00</u>	<u>          </u>
b.) Local Revenues	\$ <u>  30,600.00</u>	<u>  10%</u>
c.) Other Public Revenues	\$ <u>          .00</u>	<u>          </u>
ODOT	\$ <u>          .00</u>	<u>          </u>
Rural Development	\$ <u>          .00</u>	<u>          </u>
OEPA	\$ <u>          .00</u>	<u>          </u>
OWDA	\$ <u>          .00</u>	<u>          </u>
CDBG	\$ <u>          .00</u>	<u>          </u>
OTHER <u>MRF (2001)</u>	\$ <u>  91,800.00</u>	<u>  30%</u>
 SUBTOTAL LOCAL RESOURCES:	 \$ <u> 122,400.00</u>	 <u>  40%</u>
d.) OPWC Funds		
1. Grant	\$ <u> 183,600.00</u>	<u>  60%</u>
2. Loan	\$ <u>          .00</u>	<u>          </u>
3. Loan Assistance	\$ <u>          .00</u>	<u>          </u>
 SUBTOTAL OPWC RESOURCES:	 \$ <u> 183,600.00</u>	 <u>  60%</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u> 306,000.00</u>	<u> 100%</u>

## 1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID#                      Sale Date:                     

STATUS: (Check one)

Traditional                       
 Local Planning Agency (LPA)                       
 State Infrastructure Bank

## 2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

### 2.1 PROJECT NAME: APPLEGATE AVENUE IMPROVEMENTS

### 2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

#### A: SPECIFIC LOCATION:

Applegate Avenue is an east-west road adjacent to Cheviot's south corporation line. The section presented for funding is from Glenmore Avenue to Robb Avenue (see location map).

PROJECT ZIP CODE: 45211

#### B: PROJECT COMPONENTS:

Street Rehabilitation consisting of: Complete curb replacement; wearing course removal to reduce crown; pavement base/joint repair; asphalt leveling course (3/4" average thickness); full width pavement fabric; 2" asphalt surface course; drive apron replacement; curb ramp replacement/installation as required; reconstruction of existing street inlets as required; utility casting adjustments; and pavement markings.

#### C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

The section of Applegate Avenue under consideration is a (4) lane street (two traveled lanes with parking on both sides), 2140' long and 41' wide from back of curb to back of curb.

#### D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Applegate Avenue serves as a minor collector street between the two larger collectors Glenmore and Robb. The east end of Applegate is located 250' south of the Glenmore/Montana intersection. The street provides access from this area to the rear entrance of Western Woods Mall and Western Hills Shopping Center via Robb Avenue (becomes Schwartze Avenue at the Cincinnati Corporation Line). In this respect, Applegate Avenue serves residents of both Cheviot and Cincinnati and to a lesser extent, Green Township.

Road or Bridge: Current ADT 4,554 Year: 2000 Projected ADT: \_\_\_\_\_ Year: \_\_\_\_\_

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$ \_\_\_\_\_ Proposed Rate: \$ \_\_\_\_\_

Stormwater: Number of households served: \_\_\_\_\_

### 2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 20 Years Curbs and Inlets 15 Years Asphalt Resurfacing

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

### 3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 306,000.00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$ .00

### 4.0 PROJECT SCHEDULE: \*

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>02 / 05 / 01</u>	<u>06 / 08 / 01</u>
4.2 Bid Advertisement and Award:	<u>07 / 09 / 01</u>	<u>08 / 13 / 01</u>
4.3 Construction:	<u>09 / 10 / 01</u>	<u>05 / 31 / 02</u>
4.4 Right-of-Way/Land Acquisition:	<u>/ N/A /</u>	<u>/ N/A /</u>

\* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

### 5.0 APPLICANT INFORMATION:

#### 5.1 CHIEF EXECUTIVE

OFFICER Honorable J. Michael Laumann  
TITLE Mayor  
STREET City of Cheviot  
3814 Harrison Avenue  
CITY/ZIP City of Cheviot, Ohio 45211  
PHONE (513) 661-2700  
FAX (513) 661-2128  
E-MAIL \_\_\_\_\_

#### 5.2 CHIEF FINANCIAL

OFFICER Mr. Daniel T. Murphy  
TITLE Auditor  
STREET City of Cheviot  
3814 Harrison Avenue  
CITY/ZIP City of Cheviot, Ohio 45211  
PHONE (513) 661-2700  
FAX (513) 661-2128  
E-MAIL \_\_\_\_\_

#### 5.3 PROJECT MANAGER

TITLE Mr. Steven O. Neal  
STREET Safety Service Director  
City of Cheviot  
3814 Harrison Avenue  
CITY/ZIP City of Cheviot, Ohio 45211  
PHONE (513) 661-2700  
FAX (513) 661-5854  
E-MAIL \_\_\_\_\_

Changes in Project Officials must be submitted in writing from the CEO.

## 6.0 ATTACHMENTS/COMPLETENESS REVIEW:

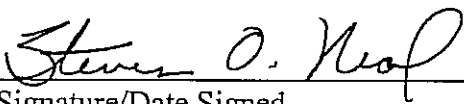
- [ x ] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [ x ] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO, which identifies a specific revenue source for repaying the loan also, must be attached. Both certifications can be accomplished in the same letter.
- [ N/A ] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [ x ] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- [N/A] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [ x ] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [ x ] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements, which may be required by your *local* District Public Works Integrating Committee.

## 7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Steven O. Neal, Safety Service Director  
Certifying Representative (Type or Print Name and Title)

 9-19-00  
Signature/Date Signed

## PROJECT APPLICATION - MUNICIPAL ROAD FUND

**INSTRUCTIONS:**     Use one form for each project.  
                              Assign priority to projects.  
                              The application cost estimate shall be prepared: By the Municipality's  
                              Engineer or a Registered Engineer of the Municipality's choosing.  
                              Submit before August 4.

(1)     Municipality City of Cheviot

(2)     Road Name Applegate Avenue

(3)     Project Limits Glenmore Avenue to Robb Avenue (2140')

(4)     Project Priority (1) 2001

(5)     Present Roadway Data:

(a) Pav't. Width 41' B/B                      (b)     R/W Width 60'                      (c)     Curb Type Concrete

(d) Type Surface Asphalt                      (e)     Type Base Concrete                      (f) Shldr. Type None

(g) Shldr. Width N/A                      (h)     Year Last Resurfaced N/A

(6)     **Present condition of project area:** List deficiencies and reasons for improvement.

Curbs are badly deteriorating and have little reveal due to past overlays. Asphalt surface is deteriorating with areas of alligating, some rutting in the driving lanes. Joint deterioration occurring in base concrete pavement with extensive failures at the Mayfair, Alta Vista, and Glenmore Avenue intersections. Excessive cross slopes in parking lanes. Improvements needed to correct present deficiencies and prevent accelerated future deterioration.

(7)     **Project description or statement of work to be done:** Include width and type of new pavement and other project particulars.

Wearing course removal and variable thickness leveling course to reduce crown; base/joint repairs as required; multi-seal surfacing interlayer and resurfacing with 2" - 404 to match

# CDS Associates, Inc.

Project: APPLGATE AVENUE IMPROVEMENTS  
GLENMORE AVENUE TO ROBB AVENUE  
CITY OF CHEVIOT

DATE: 8/15/00

PROJECT: 2000007-03

SCIP

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
1	253	ASPHALT BASE REPAIR	1,000	SY	\$35.00	\$35,000.00
2	254	PAVEMENT PLANING, BITUMINOUS	9,500	SY	\$2.00	\$19,000.00
3	402/404	ASPHALT CONCRETE LEVELING AND SURFACE COURSES	660	CY	\$78.00	\$51,480.00
4	404	MULTI - SEAL SURFACING INTERLAYER	9,500	SY	\$3.25	\$30,875.00
5	404	SPECIAL-ASPHALT REJUVENATING AGENT	9,500	SY	\$0.50	\$4,750.00
6	407	TACK COAT	950	GAL	\$1.00	\$950.00
7	452	DRIVEWAY REMOVAL AND REPLACEMENT	2,800	SF	\$6.00	\$16,800.00
8	604	MANHOLE ADJUSTED TO GRADE	4	EA	\$250.00	\$1,000.00
9	604	CATCH BASIN RECONSTRUCTED TO GRADE	7	EA	\$750.00	\$5,250.00
10	608	CURB RAMP	16	EA	\$100.00	\$1,600.00
11	608	CONCRETE WALK, REMOVE AND REPLACE	2,040	SF	\$5.00	\$10,200.00
12	614	MAINTAINING TRAFFIC	1	LS	\$5,000.00	\$5,000.00
13	642	PAVEMENT MARKING	1	LS	\$1,000.00	\$1,000.00
14	830	CONCRETE CURB	4,480	LF	\$20.00	\$89,600.00
15	1125	RESET EXISTING VALVE BOXES	24	EA	\$100.00	\$2,400.00
16	1131	HAUL AND INSTALL CURB AND ROADWAY BOXES	23	EA	\$150.00	\$3,450.00



# CDS Associates, Inc.

APPLGATE AVENUE IMPROVEMENTS  
GLENMORE AVENUE TO ROBB AVENUE  
CITY OF CHEVIOT

Project:

DATE: 8/15/00

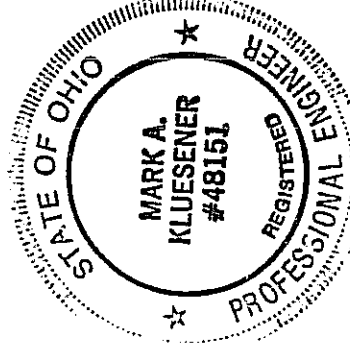
PROJECT: 2000007-03

SCIP

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
		SUB - TOTAL				\$278,355.00
		CONTINGENCIES AT 10 % + / -				\$27,645.00
		TOTAL ESTIMATED CONSTRUCTION COST				\$306,000.00

USEFUL LIFE: UPON SATISFACTORY COMPLETION OF THE WORK, THE USEFUL LIFE OF THE APPLGATE AVENUE IMPROVEMENTS WILL BE 20 YEARS FOR THE CONCRETE CURB, AND 15 YEARS FOR THE ASPHALT CONCRETE COURSE.

THE OPINION OF CONSTRUCTION COST IS SUBJECT TO ADJUSTMENT UPON DETAILED CONSTRUCTION PLANS, AND CURRENT CONSTRUCTION COSTS. ACTUAL COST IS SUBJECT TO ADJUSTMENT DUE TO CONSTRUCTION SCHEDULES AND BIDS BY QUALIFIED CONTRACTORS.



*Mark A. Kluesener* 9-15-00

Mark A. Kluesener, P.E.  
Ohio Registration #48151



# City of Cheviot, Ohio

OFFICE OF THE SAFETY-SERVICE DIRECTOR

City Hall

STEVEN O. NEAL  
SAFETY-SERVICE DIRECTOR

## CERTIFICATION OF FUNDS

Concerning the **Applegate Avenue Improvement Project**, the City of Cheviot will contribute \$30,600.00 toward the project, an amount equal to 10% of the project cost.

I hereby certify the \$30,600.00 portion of the local share for the above project will be available and appropriated on or before the date listed in the Project Schedule Section.

The City of Cheviot has also applied for a grant of \$91,800.00 from Municipal Road Funds as an additional 30% local share toward the State Capital Improvement Program funding application for a total local share of 40% (see attached MRF application).

Daniel T. Murphy  
Auditor  
City of Cheviot

Steve O. Neal  
Safety Service Director  
City of Cheviot

CITY OF CHEVIOT  
STATE OF OHIO

RESOLUTION NO. 00 - 29

TO APPOINT A CHIEF EXECUTIVE OFFICER, A CHIEF FINANCIAL OFFICER, AND A PROJECT MANAGER; TO SUBMIT THE NECESSARY APPLICATION FOR THE STATE CAPITAL IMPROVEMENT PROGRAM; TO EXECUTE A PROJECT AGREEMENT FOR THE 2000 - 2001 FISCAL YEAR; AND TO DECLARE AN EMERGENCY.

**WHEREAS**, the City of Cheviot desires to participate in funding for city road improvement projects through the State Capital Improvement Program;

**NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF CHEVIOT, STATE OF OHIO, TWO-THIRDS OF ALL MEMBERS THEREOF CONCURRING, THAT:**

Section 1. For purposes of the State Capital Improvement Program ("SCIP"):

- a) the Mayor of the City of Cheviot shall be its Chief Executive Officer;
- b) the Auditor of the City of Cheviot shall be its Chief Financial Officer; and
- c) the Safety-Service Director of the City of Cheviot shall be its Project Manager.

Section 2. The Mayor is hereby authorized to submit the necessary application to the District 2 (Hamilton County) Public Works Integrating Committee for SCIP funds for the following projects :

- a) Applegate improvements, from the east corporation line to Robb Avenue;
- b) Bridgetown Road improvements, from Harrison Avenue to the Cheviot/Green Township boundary line.

Section 3. In the event that the City of Cheviot is awarded said funds, the Mayor is authorized and directed to enter into a project agreement with the Ohio Public Works Commission.

Section 4. This resolution is hereby declared to be an emergency for the health, safety, and welfare of the citizens of Cheviot and shall take effect immediately. The emergency is necessary in order to allow the application to proceed without delay.

Samuel D Keller  
Samuel D. Keller  
President of Council

9/19/00  
Date passed

J. Michael Laumann  
J. Michael Laumann  
Mayor

9/19/00  
Date approved

Attest :

Michael J. Murray  
Michael J. Murray  
Clerk of Council

APPROVED AS TO FORM:

Mark G. Waters  
MARK G. WATERS  
LAW DIRECTOR

\_\_\_\_\_  
Daniel T. Murphy  
Auditor

CERTIFICATION OF PUBLICATION

I, Michael J. Murray, Clerk of the Council of the City of Cheviot, Ohio, hereby certify that the foregoing resolution, or a succinct summary, was published in the Western Hills Press, a newspaper of general circulation in the City of Cheviot, Ohio, in accordance with Section 731.21 of the Ohio Revised Code, on the following dates :

- 1) \_\_\_\_\_, 2000, and
- 2) \_\_\_\_\_, 2000.

\_\_\_\_\_  
Michael J. Murray  
Clerk of Council

## TRAFFIC CERTIFICATION STATEMENT

This is to certify that the attached documentation regarding 24-hour traffic volume has been obtained by an actual mechanical count taken at the location and date noted on the traffic count printout.

Mark A. Klueener 9-14-00  
SIGNATURE DATE

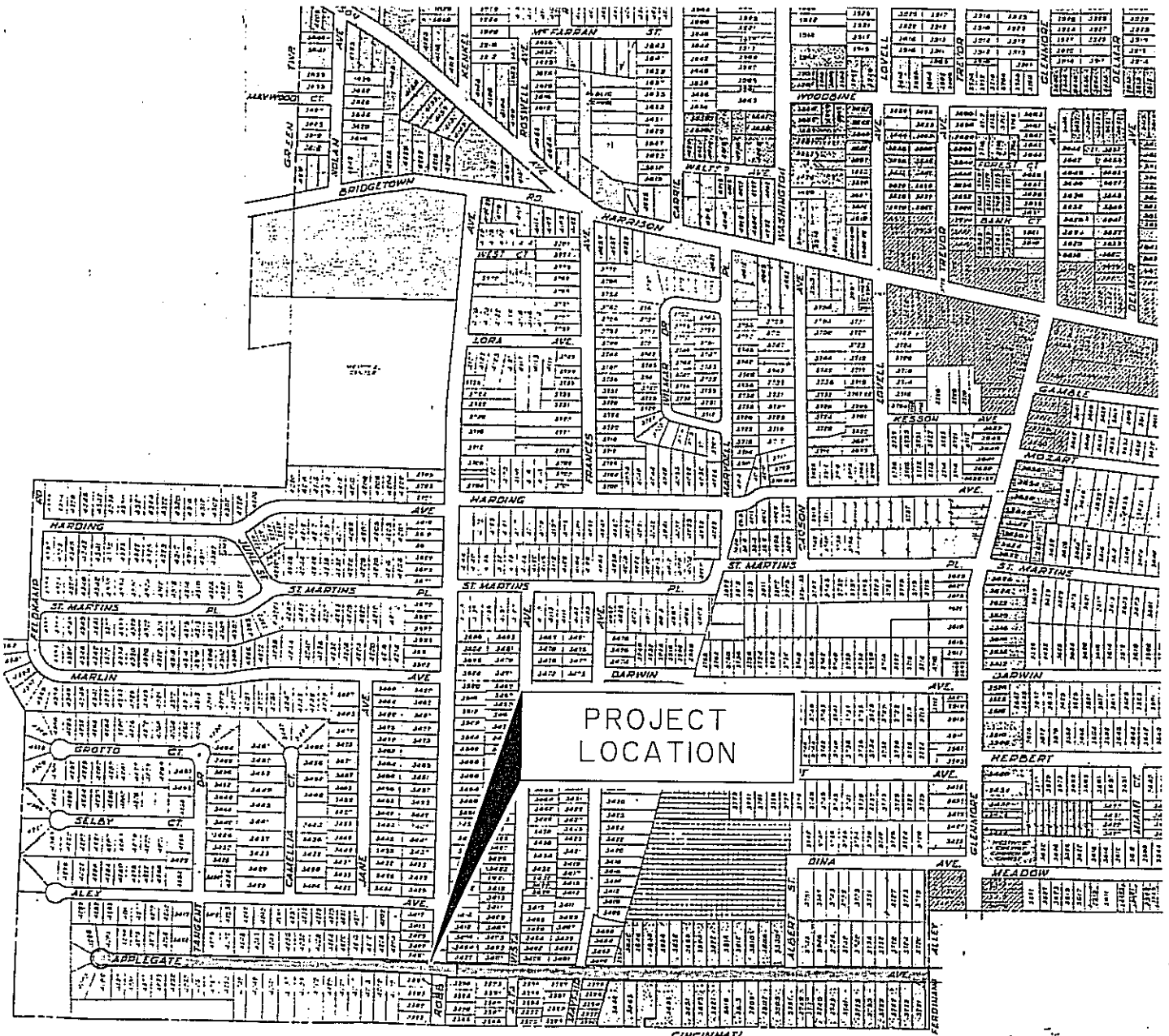
Weather :  
 Counted by: TWIL, EHIM  
 Board # : 01506  
 Other :

CDS Associates, Inc.  
 11120 Kenwood Rd.  
 Cincinnati, Ohio 45242

Site Code : 200000703000  
 Start Date: 07/25/2000  
 File I.D. : APPLEGATE WES  
 Page : 1

Street name : Applegate

Begin Time	07/25 EB	Tues.	A.M. WB	Combine----->		07/25 EB	Tues.	P.M. WB	Combine----->	
				Total					Total	
12:00	8		12	20		17		66	83	
12:15	6		2	8		19		43	62	
12:30	4		7	11		33		51	84	
12:45	4	22	7	28	11	23	92	41	201	64
01:00	2		4	6	19	39		39	58	293
01:15	0		1	1	24	43		43	67	
01:30	2		3	5	24	39		39	63	
01:45	2	6	2	10	4	30	97	46	167	76
02:00	2		1	3	22	41		41	63	264
02:15	0		5	5	26	32		32	58	
02:30	2		6	8	25	44		44	69	
02:45	2	6	2	14	4	25	98	38	155	63
03:00	1		4	5	24	48		48	72	253
03:15	2		3	5	26	50		50	76	
03:30	1		1	2	28	50		50	78	
03:45	0	4	1	9	1	28	106	60	208	88
04:00	1		0	1	32	56		56	88	314
04:15	2		1	3	31	78		78	109	
04:30	4		2	6	26	63		63	89	
04:45	7	14	1	4	8	29	118	72	269	101
05:00	3		0	3	39	66		66	105	387
05:15	6		5	11	30	79		79	109	
05:30	8		5	13	26	71		71	97	
05:45	9	26	8	18	17	39	134	60	276	99
06:00	13		5	18	22	62		62	84	410
06:15	21		8	29	28	46		46	74	
06:30	22		14	36	29	60		60	89	
06:45	25	81	14	41	39	23	102	48	216	71
07:00	32		20	52	30	31		31	61	318
07:15	35		17	52	27	57		57	84	
07:30	33		24	57	28	32		32	60	
07:45	35	135	18	79	53	34	119	39	159	73
08:00	23		30	53	31	27		27	58	278
08:15	34		20	54	22	36		36	58	
08:30	34		37	71	22	22		22	44	
08:45	23	114	32	119	55	28	103	32	117	60
09:00	26		31	57	27	22		22	49	220
09:15	24		22	46	18	31		31	49	
09:30	25		34	59	18	32		32	50	
09:45	22	97	33	120	55	13	76	14	99	27
10:00	22		24	46	16	19		19	35	175
10:15	27		46	73	13	16		16	29	
10:30	25		41	66	8	5		5	13	
10:45	30	104	30	141	60	15	52	18	58	33
11:00	30		38	68	12	8		8	20	110
11:15	30		27	57	7	11		11	18	
11:30	25		36	61	9	18		18	27	
11:45	34	119	44	145	78	6	34	5	42	11
Totals	728		728	1456		1131		1967	3098	
Split %	50.0%		50.0%			36.5%		63.4%		
Peak Hour	07:00		10:15	10:15		05:00		04:45		
Volume	135		155	267		134		288		412
P.H.F.	.96		.84	.91		.85		.91		.94



APPROVED  
CHEVIOT PLANNING COMMISSION  
BY EDWIN J. CANTZLER, CHAIRMAN  
BY KENNETH W. SMITH, SECRETARY  
DATE OCT. 23, 1978

MEMBERS OF PLANNING COMMISSION  
JIM FARELL  
EDWIN J. CANTZLER  
ELMER G. KLETT  
EX-OFFICIO  
DONALD F. BENNETT  
MAYOR

# APPLEGATE AVE. IMPROVEMENTS CITY OF CHEVIOT LOCATION MAP

## ADDITIONAL SUPPORT INFORMATION

For Program Year 2001 (July 1, 2001 through June 30, 2002), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant shall also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

### 1) What is the condition of the existing infrastructure that is to be replaced or repaired?

Give a brief statement of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural design elements such as widths, grades, curves, sight distances, drainage structures, etc.

Width is 41' from back of curb to back of curb: length is 2140'. Concrete curbs are badly deteriorated and have little remaining reveal due to past overlays and are in need of complete replacement. Existing asphalt surface is deteriorated with numerous areas of alligator cracking and some rutting in the driving lanes and joint deterioration in the concrete base pavement. The continuing joint deterioration has required the City to perform annual repairs to maintain the street's drivability. Cross-slope is excessive in the parking lanes. The present overall condition of the roadway is fair. Applegate Avenue is in excess of 50 years old from Glenmore to Mayfair (1,340'). From Mayfair to Robb (800') its age is 50-year +/- . It was last resurfaced in 1976: limited "piecemeal" curb repairs were done at the time of the resurfacing.

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### 2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

It is not anticipated that the completed project will have a significant adverse or beneficial impact on the overall safety of the public or citizens within the service area, or on the response time of emergency vehicle equipment.

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### 3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

It is not anticipated that the completed project will have a significant adverse or beneficial impact on the overall health of the public or citizens within the service area.

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**4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?**

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Applegate Avenue Improvements  
Priority 2 Bridgetown Road Improvements  
Priority 3 \_\_\_\_\_  
Priority 4 \_\_\_\_\_  
Priority 5 \_\_\_\_\_

**5) Will the completed project generate user fees or assessments?**

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No   X        Yes \_\_\_\_\_ If yes, what user fees and/or assessments will be utilized?  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**6) Economic Growth - How will the completed project enhance economic growth?**

Give a statement of the projects effect on the economic growth of the service area (be specific).

The Applegate Avenue Improvements project is not anticipated to have any direct, measurable impact on the economic growth of the City of Cheviot.  
\_\_\_\_\_  
\_\_\_\_\_

**7) Matching Funds - LOCAL**

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application for Financial Assistance" form.

**8) Matching Funds - OTHER**

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application for Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must be filed by August 6 of this year for this project with the Hamilton County Engineer's Office. List below, the source(s) of all "other" funding

The City of Cheviot has applied for a grant of \$91,900 from Municipal Road Funds as an additional 30% local share toward the State Capital Improvement Program Funding Application for a total local share of 40% (see attached MRF Application).  
\_\_\_\_\_

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the District?

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).

The Applegate Avenue Improvements project does not involve any road widening or capacity upgrades. No serious traffic problems or hazards currently exist.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO's "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS N/A Proposed LOS \_\_\_\_\_

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

N/A

10) IF SCIP / LTIP funds are granted, when would the construction contract be awarded?

If SCIP / LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1, of this year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of Months 2

- a.) Are preliminary plans or engineering completed? Yes \_\_\_\_\_ No x N/A \_\_\_\_\_
- b.) Are detailed construction plans completed? Yes \_\_\_\_\_ No x N/A \_\_\_\_\_
- c.) Are all utility coordination's completed? Yes \_\_\_\_\_ No x N/A \_\_\_\_\_
- d.) Are all right-of-way and easements acquired (if applicable)? Yes \_\_\_\_\_ No \_\_\_\_\_ N/A x

If no, how many parcels needed for project? 0 Of these, how many are: Takes \_\_\_\_\_  
Temporary \_\_\_\_\_  
Permanent \_\_\_\_\_

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

N/A

e.) Give an estimate of time needed to complete any item above not yet completed. Preliminary and Detailed Construction Plans - 4 months total. Utility coordination concurrent with detail plans. Time based on schedule contained in OPWC Application

11) Does the infrastructure have regional impact?

Applegate Avenue is the largest of the three (3) streets south of Harrison Avenue within Cheviot that carry area traffic between Glenmore and Robb Avenues. Its' proximity to the west end of Montana Avenue makes it one of the more direct routes for Montana Avenue traffic wishing to continue west toward the Western Hills Shopping area along Glenway Avenue at the Cincinnati/Green Township boundary. As a means of access to and from the shopping area, Applegate serves the southeast area of Cheviot, Cincinnati, residents along the Montana Avenue corridor and the commercial area in Green Township. Destination studies to determine actual trip lengths etc., have not been performed.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weigh limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

In 1991, the City of Cheviot passed Ordinance #1502, updating a previous ordinance, restricting truck traffic over 10 tons G.V. W. to designated "truck routes" through the City except for the purpose of making pick-ups, deliveries, service calls, etc. Applegate Avenue was not previously, nor is it now, one of the designated "truck routes".

Will the ban be removed after the project is completed? Yes \_\_\_\_\_ No x \_\_\_\_\_ N/A \_\_\_\_\_

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 4,554 x 1.20 = 5,465 Users  
5,465 + 1,188 (daily mass transit users) = 6,653

Water / Sewer: Homes \_\_\_\_\_ x 4.00 = \_\_\_\_\_ Users

15) Has the jurisdiction enacted the optional \$5.00 plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.

Operational \$5.00 License Tax	<u>YES</u>	Specify type <u>\$5.00 Permissive Motor Vehicle License Fee</u>
Infrastructure Levy	_____	Specify type _____
Facility Users Fee	_____	Specify type _____
Dedicated Tax	_____	Specify type _____
Other Fee, Levy or Tax	<u>YES</u>	Specify type <u>3 mil Road Levy</u>

**SCIP/LTIP PROGRAM  
ROUND 15 - PROGRAM YEAR 2001  
PROJECT SELECTION CRITERIA  
JULY 1, 2001 TO JUNE 30, 2002**

NAME OF APPLICANT: Cheviot

NAME OF PROJECT: Applegate Avenue Improvements

RATING TEAM: 5

**NOTE:** See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.

**CIRCLE THE APPROPRIATE RATING**

- 1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?
- 25 - Failed Appeal Score  
☒ 23 - Critical  
20 - Very Poor  
17 - Poor  
15 - Moderately Poor  
10 - Moderately Fair  
5 - Fair Condition  
0 - Good or Better
- 2) How important is the project to the safety of the Public and the citizens of the District and/or service area?
- 25 - Highly significant importance Appeal Score  
20 - Considerably significant importance  
15 - Moderate importance  
10 - Minimal importance  
☒ 0 - No measurable impact
- 3) How important is the project to the health of the Public and the citizens of the District and/or service area?
- 25 - Highly significant importance Appeal Score  
20 - Considerably significant importance  
15 - Moderate importance  
10 - Minimal importance  
☒ 0 - No measurable impact
- 4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?  
Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).
- ☒ 25 - First priority project Appeal Score  
20 - Second priority project  
15 - Third priority project  
10 - Fourth priority project  
5 - Fifth priority project or lower
- 5) Will the completed project generate user fees or assessments?
- ☒ 10 - No Appeal Score  
0 - Yes

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

10 – The project will directly secure significant new employment

Appeal Score

7 – The project will directly secure new employment

5 – The project will secure new employment

3 – The project will permit more development

① – The project will not impact development

7) Matching Funds - LOCAL

10 – This project is a loan or credit enhancement

10 – 50% or higher

8 – 40% to 49.99%

6 – 30% to 39.99%

4 – 20% to 29.99%

② – 10% to 19.99%

0 – Less than 10%

8) Matching Funds - OTHER

10 – 50% or higher

8 – 40% to 49.99%

⑥ – 30% to 39.99%

4 – 20% to 29.99%

2 – 10% to 19.99%

1 – 1% to 9.99%

0 – Less than 1%

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?  
(See Addendum for definitions)

10 – Project design is for future demand.

Appeal Score

8 – Project design is for partial future demand.

6 – Project design is for current demand.

4 – Project design is for minimal increase in capacity.

② – Project design is for no increase in capacity.

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

⑤ – Will be under contract by December 31, 2001 and no delinquent projects in Rounds 12 & 13

3 – Will be under contract by March 31, 2002 and/or one delinquent project in Rounds 12 & 13

0 – Will not be under contract by March 31, 2002 and/or more than one delinquent project in Rounds 12 & 13

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, number of jurisdictions served, etc. (See Addendum for definitions)

10 – Major impact

Appeal Score

8 –

6 – Moderate impact

④ –

2 – Minimal or no impact

12) What is the overall economic health of the jurisdiction?

10 Points

☒ 8 Points

6 Points

4 Points

2 Points

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

Appeal Score

8 - 80% reduction in legal load or 4 wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

☒ 0 - Less than 20% reduction in legal load

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

Appeal Score

8 - 12,000 to 15,999

6 - 8,000 to 11,999

☒ 4 - 4,000 to 7,999

2 - 3,999 and under

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)

☒ 5 - Two or more of the above

Appeal Score

3 - One of the above

0 - None of the above

# ADDENDUM TO THE RATING SYSTEM

## General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

## Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

### **Definitions:**

**Failed Condition** - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

**Critical Condition** - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

**Very Poor Condition** - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

**Poor Condition** - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

**Moderately Poor Condition** - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

**Moderately Fair Condition** - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

**Fair Condition** - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

**Good or Better Condition** - little to no maintenance required to maintain integrity.

**Note:** If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

## Criterion 2 – Safety

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non-functioning hydrants, increasing capacity to a water system, etc. Documentation is required.)

**Note:** Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

## Criterion 3 – Health

The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

**Note:** Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

## Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

## Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

## Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

### Definitions:

**Directly secure significant new employment:** The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

**Directly secure new employment:** The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

**Secure new employment:** The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

**Permit more development:** The project is designed to permit additional business development. The applicant must supply details.

**The project will not impact development:** The project will have no impact on business development.

**Note:** Each project is looked at on an individual basis to determine if any aspects of this category apply.

## Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

## Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

## Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

### Formula:

Existing users x design year factor = projected users

<u>Design Year</u>	<u>Design year factor</u>		
	<u>Urban</u>	<u>Suburban</u>	<u>Rural</u>
20	1.40	1.70	1.60
10	1.20	1.35	1.30

### Definitions:

**Future demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

**Partial future demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

**Current demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

**Minimal increase** – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

**No increase** – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

## Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.



## **Criterion 11 - Regional Impact**

The regional significance of the infrastructure that is being repaired or replaced.

### **Definitions:**

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes

Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

## **Criterion 12 – Economic Health**

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

## **Criterion 13 - Ban**

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

## **Criterion 14 - Users**

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

## **Criterion 15 – Fees, Levies, Etc.**

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.